

Sanitized Copy Approved for Release 2011/10/11 : CIA-RDP89G00643R000800160006-6

TRANSMITTAL SLIP		DATE
TO: ADDA		
ROOM NO.	BUILDING	
REMARKS:		
<p>EXA <u>      </u> 10 SEP 1987 DDA <u>      </u> 10 SEP 1987 ADDA <u>      </u></p> <p>DDA Reg.</p> <p>LET'S NOT LOSE THIS</p>		
FROM: C/NBPO/OL		
ROOM NO.	BUILDING	EXTENSION

FORM NO.  
1 FEB 56 241

REPLACES FORM 36-8  
WHICH MAY BE USED.

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8 September 1987

MEMORANDUM FOR THE RECORD:

SUBJECT: Discussion with Virginia Department of Transportation (VDOT)  
Regarding '84 VDOT/CIA Traffic Agreement

1. Per direction of the ADDA, I contacted VDOT representative Roy Conley on 8 September to discuss the VDOT/CIA Traffic Agreement (dated 4 September 1984). This agreement relates to numbers of vehicles entering the Agency compound during peak hours and the construction of additional lanes on Rt. 123 should the Agency exceed '84 baselines. Mr. Conley was the VDOT representative most involved with the Agency in negotiating the '84 agreement. He currently is the VDOT Roads Program Manager and was designated by VDOT to speak with me because of his knowledge regarding the background and spirit of the agreement.

2. I advised Mr. Conley that in July 1987 we conducted a survey of traffic entering and leaving the compound which indicated that:

a. The July '87 total for the three entrances was approximately 95 percent of the baseline figure adopted in September '84.

b. The July '87 count for the GW Parkway entrance was approximately 15 percent over the '84 baseline.

c. The July '87 count for the Rt. 123 entrance was approximately 27 percent under the '84 baseline.

2. Mr. Conley stated that the purpose of the '84 agreement was to force CIA to initiate traffic management strategies (TMS) to limit future traffic entering/exiting the Agency compound to the '84 baseline figures. In this regard, an increase at any one entrance or an increase to the total of all entrances would make the CIA liable for funding up to \$500K to expand Rt. 123 to six lanes (one additional lane in each direction). I advised Mr. Conley that we are considering additional strategies, but clearly we will be hard pressed to limit the figures to the '84 baselines.

3. Mr. Conley stated that VDOT is not expecting the Agency to report traffic survey results to VDOT until the Rt. 123/193 modifications are completed and the Agency occupies the New Headquarters Building (NHB). In this regard, I indicated that the road modifications should be completed in October/November '87 and that current plans call for occupancy of the NHB to begin in early January '88 and to be completed in December '88. He indicated that if we exceed the baseline figure(s), VDOT would expect us to honor the agreement. He noted that should this be necessary, VDOT

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anticipates strong adverse reaction from local citizens directed against both VDOT and the Agency. In my view, the Agency will take the brunt of it, particularly if we cannot demonstrate that we made every effort to limit traffic via strong TMS measures. Clearly, VDOT would rather see us implement TMS measures sufficient to stay within the '84 baselines than take on the public.

4. I took the opportunity to ask Mr. Conley about VDOT plans to add lanes to I-495. VDOT plans may impact on our agreement with Congressman Wolf to fund \$500K to add a lane on northbound I-495 between Rt. 193 and the eastbound GW Memorial Parkway access ramp. According to Mr. Conley, VDOT plans to solicit bids for I-495 expansion in the spring of '88. The expansion includes the above additional lane for which we have agreed to commit funds. Mr. Conley believes there has been some discussion between Congressman Wolf's office and VDOT regarding this project. He (Mr. Conley) sees no need for the Agency to get involved if VDOT is planning to provide the additional lane in the FY 88-89 timeframe. I believe that OL should take this up with Congressman Wolf's office in January '88. This would be in accordance with a suggestion made in October '86 by Mr. Carlin, Congressman Wolf's representative on the Traffic Advisory Committee (see attached MFR).

STAT



Chief, New Building  
Project Office, OL

Distribution:

- Original - ADDA
- 1 - D/OL
- 1 - OL/NBPO Subject
- 1 - OL/NBPO Chrono

15 October 1986

## MEMORANDUM FOR THE RECORD

SUBJECT: Discussion with a Representative from Congressman Wolf's Office

1. Mike Carlin, Congressman Frank Wolf's (R-VA) representative on the CIA Traffic Advisory Committee (TAC), called for me on 8 October 1986. I was out of the office on 8 October, but returned his call on 9 October. He asked about the status of CIA's \$500K for an additional lane on northbound I-495 between Route 193 and the eastbound George Washington Memorial Parkway access ramp. The specific question was whether or not the Agency had included a request for the funds in its FY 88 budget. I determined from a review of the New Headquarters Building Support Budget, discussions with the Director and Deputy Director of Logistics, and discussions with the DDA senior representative on the Comptroller's staff, that these funds are not included in the FY 88 budget. I also received guidance from the foregoing individuals regarding what my response to Mr. Carlin should be.

2. On 14 October, I contacted Mr. Carlin and advised him that I needed to coordinate with one more office before I could answer his question. On 15 October 1986, I contacted Mr. Carlin and satisfied his request. I asked him at that time to restate his question. He did so in a rather roundabout way. He said that he had heard that we did not have the money in our FY 87 budget and that we were planning to make it available in FY 88. I advised him that we had informed his office in February 1986 that we would not have sufficient funds in FY 87, but were committed to make them available in FY 88. I indicated to him that Agency policy precluded me from commenting on a FY budget prior to its approval by the administration, and therefore I could not at this time indicate whether or not the \$500K will be in the FY 88 budget. I assured him, however, that we would meet the commitment in FY 88 either with construction money or with funds appropriated in FY 88. That satisfied Mr. Carlin. He added that if we could not meet the commitment because of a shortage of funds in FY 88, Congressman Wolf might be sufficiently interested in this project to ask for a special appropriation. I told him that I would pass that comment on to the appropriate Agency officials.

3. I reminded Mr. Carlin that it is our understanding that the Virginia Department of Highways and Transportation (VDH&T) plans to widen the Beltway in Virginia in FY 88-89. I indicated that within the last few days, a representative from VDH&T stated that their construction program calls for them to send out bids in July 1988. Mr. Carlin expressed surprise that VDH&T had firm plans to add additional lanes to the Beltway.

Mr. Carlin suggested that sometime next year, he, someone from VDH&T, and someone from the CIA should get together and review VDH&T's plans for Beltway construction. He seemed to be suggesting that if VDH&T is going to add an additional lane, maybe his office should re-evaluate its position on the addition of the northbound I-495 single lane between Rt. 193 and the Parkway.

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OL/NBPO [redacted] 17Oct86

Orig - File

1 - D/OL

1 - C/DDA/MS

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1 - DDA Rep/Compt [redacted]

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1 - OCA [redacted]